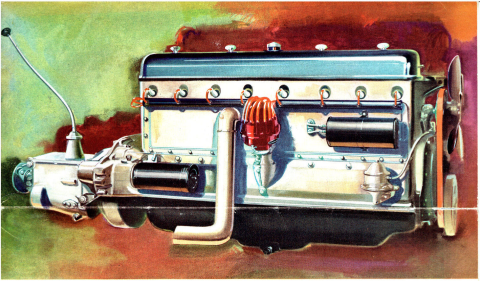
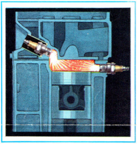
NASH



THREE DISTINGUISHED SERIES OF FINE MOTOR CARS ... ALL WITH TWIN-IGNITION VALVE-IN-HEAD MOTORS

Three distinguished series of fine Nash motor cars for 1934 add prestige to a great name and carry on the famous Nash tradition of care and precision in all details. ℂ For 1934 every Nash car has a Twin-Ignition valve-in-head motor. Twin Ignition gives 22% more power, 5 miles per hour more top speed and 2 more miles per gallon of gasoline. Hitherto Twin-Ignition engineering has been confined to the higher priced Nash lines. *But in Nash for 1934 every model has it!* ℂ The body lines of the 1934 Nash flow with a natural "Speedstream" grace from front to rear, every line blending with every curve in perfect harmony. An entirely new styling of fenders has been developed with parking lamps and tail lamps built into and made part of the fenders. ℂ All models are equipped with a built-in easily operated system of ventilation which is quiet, draftless, provides unobstructed vision and is without wind whistle or noise. ℂ All models have a coincidental starter which not only saves time and effort for the driver, but conserves battery life as well. De-clutching to engage gears for putting the car in motion also starts the motor. And all models have new tri-beam headlamps, new upward action positive gear-driven windshield wipers, and new Synchro-Shift Transmissions. ℂ Nash for 1934 presents three series of motor cars, all fundamentally the same in appearance, quality and mechanical precision—different only in wheelbase, weight, horsepower, extent of luxury, and list price.



Twin Ignition in a valve-in-head motor—and only Nash has it! Two spark plugs ignite the gasoline in each cylinder—from opposite sides of the combustion chamber. The gasoline mixture burns faster and more completely—the result is greater power, higher top speed, better gas mileage and smooth-flowing performance. The Big Six is now 88 H. P. The Advanced Eight is 100 H. P. and the Ambassador Eight motor, illustrated above, is 125 H. P.

BRIEF SPECIFICATIONS

WHEELBASES—Ambassador Eight, 142″ and 133″; Advanced Eight, 121″; Big Six, 116″.

ENGINE—Valve-in-Head, Twin Ignition. Cylinders in line. Air cushion rubber mountings.

Ambassador Eight—125 horsepower. 3⅜″ bore. 4½″ stroke. 322 cubic inches displacement.

Advanced Eight—100 horsepower. 3⅛″ bore. 4¼″ stroke. 260.8 cubic inches displacement.

Big Six—88 horsepower. 3⅜″ bore. 4⅜″ stroke. 234 cubic inches displacement.

IGNITION—Twin Ignition; 2 Aircraft type spark plugs to each cylinder. Twin breaker arms in distributor. Twin ignition coils.

PISTONS—Aluminum alloy with Invar struts.

CONNECTING RODS—Ambassador Eight, forged aluminum alloy; Advanced Eight and Big Six, forged steel. Steel caps. Rifle bored.

CRANKSHAFT—Forged steel; hollow crankpins; torsional vibration damper.

MAIN CRANKSHAFT BEARINGS—Babbitt lined; Ambassador, Advanced Eights, 9; Big Six, 7.

CAMSHAFT—One-piece forging; 6 bearings. Silent timing chain drive.

VALVES—In-Head. Intake valves, chrome nickel steel. Exhaust valves, chrome nickel silicon steel. Double valve springs.

ENGINE LUBRICATION—Forced feed to crankshaft main, connecting rod and camshaft bearings, piston pins, valve rocker arm shaft and timing chain. Oil filter. Crankcase ventilator.

COOLING SYSTEM—Centrifugal water pump. Fin and tube radiator. Thermostat in head. Belt driven fan.

FUEL SYSTEM—Gasoline pump with strainer. Air cooled lines. Capacity of tank, 19 gallons.

CARBURETOR—Dual on Ambassador and Advanced Eights. Single on Big Six. Air cleaner and intake silencer.

MUFFLERS—Dual exhaust silencers; rubber insulated brackets.

BATTERY—U. S. L. 6-8 volt.

GENERATOR—Air cooled.

STARTER—Coincidental with clutch pedal.

CLUTCH—Single plate dry disc type.

TRANSMISSION—Improved Synchro-Shift type, quiet helical gears. 3 speeds forward, 1 reverse.

FRAME—Rigid X-Dual double drop type.

DRIVE—Hotchkiss type. Rubber insulated universal joints at front and rear of propeller shaft.

AXLES—Rear: Semi-floating type. Underslung Worm Drive on Ambassador Eight. Spiral Bevel Drive on Advanced Eight and Big Six. Front: Drop forged I-beam Reversed-Elliott type. Timken tapered roller bearings.

BRAKES—Service brakes—4-wheel internal expanding mechanical, equal action, two-shoe single anchor type, cable and conduit operated. Composite steel and cast iron brake drums. Parking brake acts on all four wheels.

SPRINGS—Alloy steel; semi-elliptic. Ambassador Eight front spring shackles Bijur lubricated, rear spring shackles rubber insulated requiring no lubrication or adjustment. Advanced Eight and Big Six spring shackles are self-adjusting threaded type except front ends of rear springs which are rubber insulated. Steering road shock eliminator. Metal spring covers and threaded type spring shackles have push gun type lubricating fittings.

SHOCK ABSORBERS—Gabriel double acting hydraulic, automatic and thermostatic control.

CHASSIS LUBRICATION—Bijur automatic centralized, Ambassador Eights. Alemite push gun type, Advanced Eight and Big Six.

STEERING GEAR—Worm and roller type.

WHEELS—5 demountable steel artillery or wire wheels, standard equipment.

TIRES—Ambassador Eight, 7.00-17; Advanced Eight, 6.50-16; Big Six, 5.50-17; full balloon.

STANDARD EQUIPMENT AND APPOINTMENTS

INSTRUMENTS—Aeroplane type dials—Speedometer, oil pressure gauge, electric gasoline gauge, ammeter and engine water temperature indicator grouped in indirectly illuminated instrument dials.

CONTROLS—Three-spoke steering wheel of steel encased in hard rubber with horn button in center. Carburetor throttle, choke button, translucent coincidental ignition and transmission lock, and light switch on instrument board. Carburetor heat control lever on instrument board of Ambassador Eight. Headlamp dimmer button on toe board. Rubber pedal and accelerator pads. Shift lever in center. Parking brake lever at left.

BODIES—Nash-Seaman "Speed-Stream" composite hardwood and steel bodies, thoroughly insulated against heat, cold and noise.

VENTILATING SYSTEM—Improved, simplified type Quiet Draftless Clear Vision ventilating system, patented front window air vent. Rear quarter windows pivot and have inside lever lock.

STANDARD EQUIPMENT—Non-shatterable glass in windshield. Large package compartment and disappearing ash receiver on instrument board. Twin gear driven windshield wipers. Adjustable inside sunshade. Non-glare rear view mirror. Built-in radio aerial. Tool kit. "Tri Beam" headlamps. Twin front parking, and rear stop and tail lights built into fenders. Twin horns on Ambassador and Advanced Eights one horn on Big Six.

Interior hardware, bright nickel finished. Exterior hardware, chromium-plated. Remote control inside locking door handles. Finger-tip control adjustable driver's seat. Screened cowl ventilator.

UPHOLSTERY—All Ambassador Eight models, mohair or broadcloth, standard; Advanced Eight and Big Six standard models, mohair; (leather optional at extra charge).

APPOINTMENTS—All Sedan and Brougham models have rear seat side arm rests, ash receivers, assist cords, dome light, foot rail, robe cord, large shirred pocket on back of front seat, and curtains on back and rear quarter windows.

All Ambassador Eights have rear seat folding center arm rests, one cigar lighter and package compartment door lock and keys on instrument board, and cigar lighter in right rear ash receiver.

All Ambassador Eight 142″ wheelbase models have electric clock and special front floor flood light; two rear view mirrors, two adjustable sunshades, curb-side rear door operated dome light switch, rear quarter reading lamps, carpet covered foot rest and special quality upholstery. The Ambassador Eight seven-passenger Sedan and Limousine have two auxiliary seats in rear tonneau; the Limousine has a chauffeur partition between front and rear seats, leather trimmed stationary front seat and a built-in telephone.

The Ambassador and Advanced Eight Broughams and an Ambassador Eight 133″ wheelbase Sedan have a large built-in rear trunk.

All Advanced Eight and Big Six Coupes have a dome light, rear window curtain, and a locking handle on rear deck compartment door. The 4-passenger Coupes have a leather upholstered rumble seat and an adjustable rear window.

REGULAR FACTORY EQUIPMENT—Bumpers (front and rear), metal spring covers, spare tire, drum type metal tire cover and spare wheel lock are regular factory equipment at extra charge, included in delivered price of car.

OPTIONAL FACTORY EQUIPMENT AT EXTRA CHARGE—Non-shatterable glass in all windows and ventilator wings, Free-Wheeling "Speed-Stream" shields for rear wheels, special tires, detachable trunk, radio, hot water heaters and other Nash Approved accessories available.

ROYAL EQUIPMENT—All models except those with standard built-in trunk: 2 spare wheels mounted in front fender wells, 2 spare tires, 2 wheel locks, 2 drum type metal tire covers and a folding rear trunk rack.

REGAL EQUIPMENT—All models with standard built-in trunk: Same as Royal Equipment except that there is no folding trunk rack included.

CROWN EQUIPMENT—All Models: The one spare demountable wheel is mounted in right hand side front fender well, plus a folding trunk rack on models not equipped with a built-in trunk.

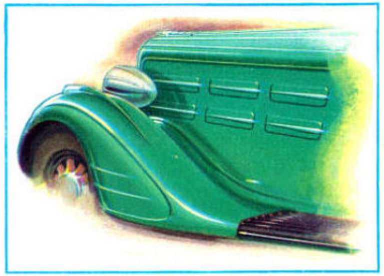
MODELS

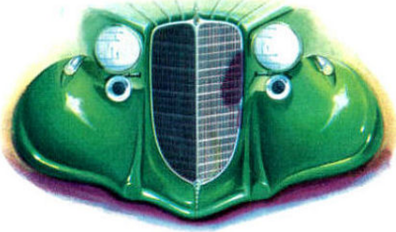
W. B.	Standard	De Luxe
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133″	5 Pass. 4 Door Sedan 5 Pass. 4 Door Sedan with Trunk	5 Pass. 4 Door Sedan 5 Pass. 4 Door Sedan with Trunk
	ADVANCED EIGHT	
121″	5 Pass. 4 Door Sedan 2 Pass. Coupe 4 Pass. Coupe R. S. 5 Pass. 4 Door Brougham	5 Pass. 4 Door Sedan 2 Pass. Coupe 4 Pass. Coupe R. S. 5 Pass. 4 Door Brougham
	BIG SIX	
116″	5 Pass. 4 Door Sedan 2 Pass. Coupe 4 Pass. Coupe R. S. 5 Pass. 4 Door Town Sedan	5 Pass. 4 Door Sedan 2 Pass. Coupe 4 Pass. Coupe R. S. 5 Pass. 4 Door Town Sedan

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The "Speedstream" styling of hood louvres, front fenders and built-in parking lamps which completes the front ensemble of Nash for 1934 is portrayed below.





Note above how the "Speedstream" flow line starts at the radiator with embossed speed lines sweeping smartly back along the top, and how the built-in parking lamps complete this ultra-modern streamlining.

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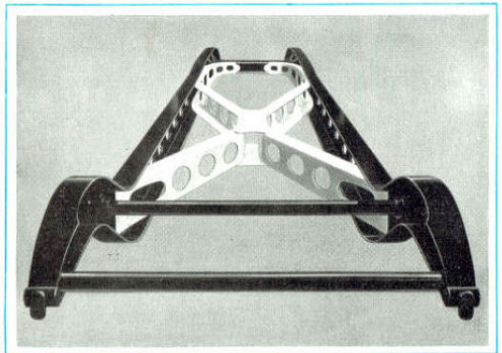


In the illustration above, observe the "Speedstream" effect of the headlamps, hood, radiator ornament and built-in parking lamps on the Ambassador Series. With its new styling Nash makes motoring a sport again

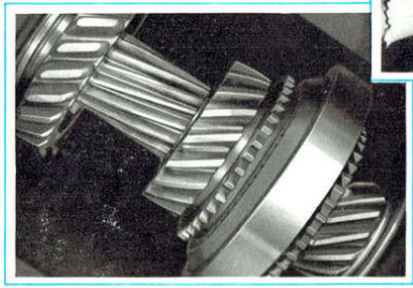
Below is shown how the combination tail lamps and stop lights, which are built into the rear fenders, conform admirably with the Nash "Speedstream" motif.



EXPERTLY BUILT TO STAY BUILT NASH FOR 1934 MAKES MOTORING A SPORT AGAIN



The Nash X-dual frame has been called "the strongest backbone in any car." The additional X-dual girders extend almost entire length of the chassis, making virtually two frames in one. Rigid, low slung, and supported by three cross members, the Nash frame is an important reason why Nash is one of the safest cars on the road. Protects car from road twist; adds years to body and chassis life.

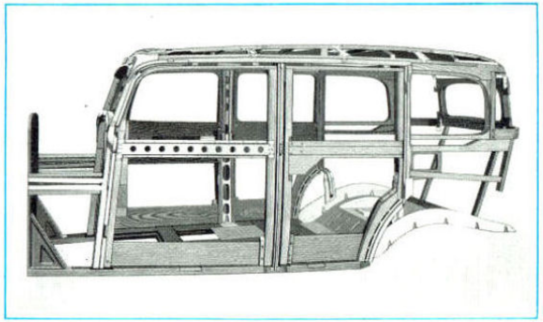


A touch of a finger shifts gears into any speed. All gears in the 1934 Nash Synchro-Shift transmission are larger and heavier than usual with wider faced teeth. And all gear teeth are machine-lapped to a hard polished finish to insure a silent mesh. Helical gears in these Nash transmissions insure quiet operation in all speeds.

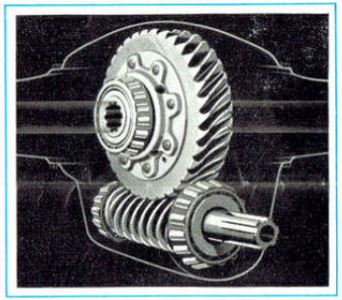


At right—Turn the ignition key. Put the car in gear! That's all there is to starting the new Nash. No starter button on floor or instrument panel. When the clutch is depressed, the motor is started—coincidental with the clutch. Saves time and effort for the driver.

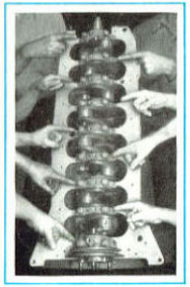




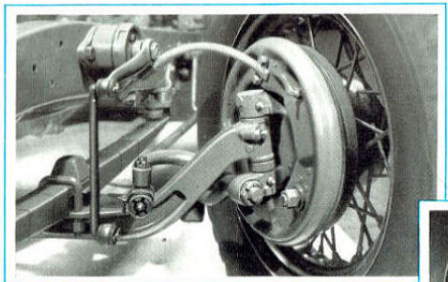
Hardwood, chemically protected against the ravages of weather or fungus growth, makes the frame foundation for beautiful "Sound-proofed" Nash bodies. To make frame strength doubly certain, the wood is mortised and tenoned, glued and screwed in its various joinings and is re-inforced with steel bracing at all points of greatest stress. It is thoroughly insulated against heat, cold and noise.



AXLES—*Ambassador*—Silent, underslung worm-drive rear axle in Ambassador Eight models; extremely long lived; improves with use. Ambassador Eights are also equipped with convenient automatic chassis lubrication.

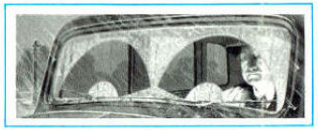


Nine main bearings in the Ambassador and Advanced Eight; seven in the Big Six, insure smoothness and long life.



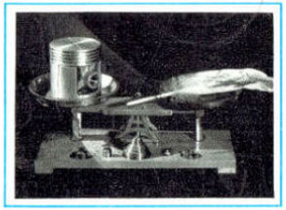
Double action hydraulic shock absorbers shown above are automatically and thermostatically controlled. Long, easy riding springs are encased in metal covers. Nash brakes (see illustration at right) are wider, with steel and cast iron drums. Absolutely safe, dependable.

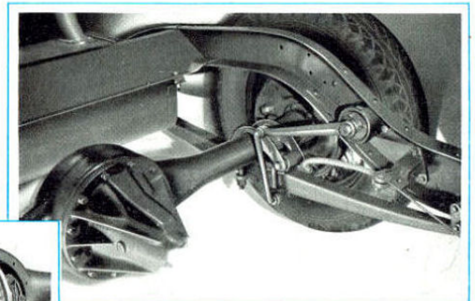




Above—Nash dual upsweep windshield wipers operate from the bottom of the windshield rather than the top for maximum vision at eye level. Their gear driven mechanical action assures constant operation.

At right—Aluminum alloy pistons balanced to a feather's weight have three times the life of cast iron and contribute to the lightness of reciprocating parts. They add very materially to the quick get-away and the power in the 1934 Nash. Cylinders of Nash engines are micromatically honed, which lends added efficiency to performance.

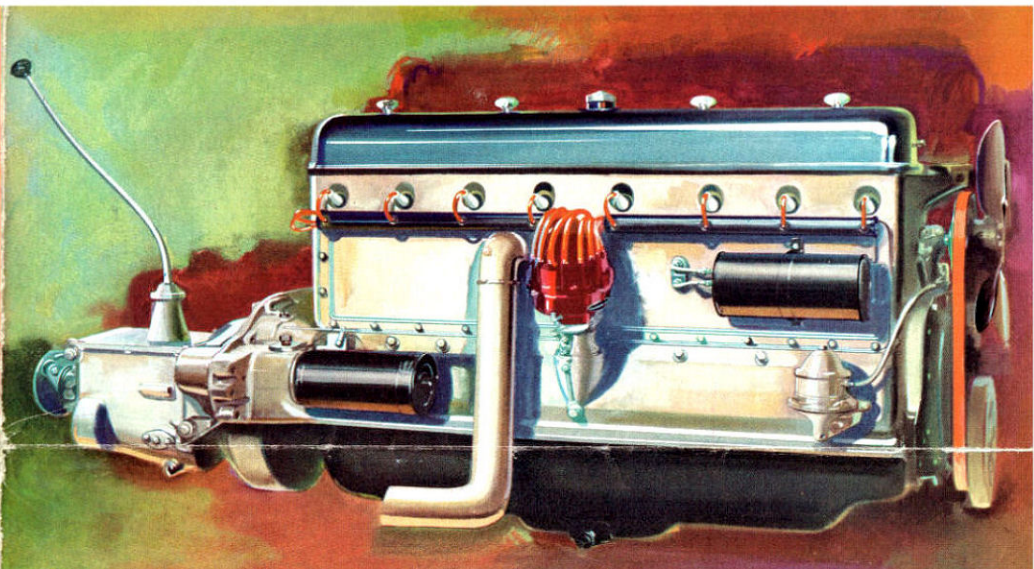






AXLES—*Advanced Eight and Big Six*—Large semi-floating spiral bevel-drive rear axles with tapered roller bearings are used on the Advanced Eight and Big Six. Precision built, silent. Front axles are drop-forged I-beam Reversed-Elliott type.





BRIEF SPECIFICATIONS

WHEELBASES—Ambassador Eight, 142" and 133"; Advanced Eight, 121"; Big Six, 116".

ENGINE—Valve-in-Head, Twin Ignition. Cylinders in line. Air cushion rubber mountings.
Ambassador Eight—125 horsepower. 3⅜" bore. 4½" stroke. 322 cubic inches displacement.
Advanced Eight—100 horsepower. 3¼" bore. 4¼" stroke. 260.8 cubic inches displacement.
Big Six—88 horsepower. 3⅜" bore. 4⅜" stroke. 234 cubic inches displacement.

IGNITION—Twin Ignition; 2 Aircraft type spark plugs to each cylinder. Twin breaker arms in distributor. Twin ignition coils.

PISTONS—Aluminum alloy with Invar struts.

CONNECTING RODS—Ambassador Eight, forged aluminum alloy; Advanced Eight and Big Six, forged steel. Steel caps. Rifle bored.

CRANKSHAFT—Forged steel; hollow crankpins; torsional vibration damper.

MAIN CRANKSHAFT BEARINGS—Babbitt lined; Ambassador, Advanced Eights, 9; Big Six, 7.

CAMSHAFT—One-piece forging; 6 bearings. Silent timing chain drive.

VALVES—In-Head. Intake valves, chrome nickel steel. Exhaust valves, chrome nickel silicon steel. Double valve springs.

ENGINE LUBRICATION—Forced feed to crankshaft main, connecting rod and camshaft bearings, piston pins, valve rocker arm shaft and timing chain. Oil filter. Crankcase ventilator.

COOLING SYSTEM—Centrifugal water pump. Fin and tube radiator. Thermostat in head. Belt driven fan.

FUEL SYSTEM—Gasoline pump with strainer. Air cooled lines. Capacity of tank, 19 gallons.

CARBURETOR—Dual on Ambassador and Advanced Eights. Single on Big Six. Air cleaner and intake silencer.

MUFFLERS—Dual exhaust silencers; rubber insulated brackets.

BATTERY—U. S. L. 6-8 volt.

GENERATOR—Air cooled.

STARTER—Coincidental with clutch pedal.

CLUTCH—Single plate dry disc type.

TRANSMISSION—Improved Synchro-Shift type, quiet helical gears. 3 speeds forward, 1 reverse.

FRAME—Rigid X-Dual double drop type.

DRIVE—Hotchkiss type. Rubber insulated universal joints at front and rear of propeller shaft.

AXLES—Rear: Semi-floating type. Underslung Worm Drive on Ambassador Eight. Spiral Bevel Drive on Advanced Eight and Big Six. Front: Drop forged I-beam Reversed-Elliott type. Timken tapered roller bearings.

BRAKES—Service brakes—4-wheel internal expanding mechanical, equal action, two-shoe single anchor type, cable and conduit operated. Composite steel and cast iron brake drums. Parking brake acts on all four wheels.

SPRINGS—Alloy steel; semi-elliptic. Ambassador Eight front spring shackles Bijur lubricated, rear spring shackles rubber insulated requiring no lubrication or adjustment. Advanced Eight and Big Six spring shackles are self-adjusting threaded type except front ends of rear springs which are rubber insulated. Steering road shock eliminator. Metal spring covers and threaded type spring shackles have push gun type lubricating fittings.

SHOCK ABSORBERS—Gabriel double acting hydraulic, automatic and thermostatic control.

CHASSIS LUBRICATION—Bijur automatic centralized, Ambassador Eights. Alemite push gun type, Advanced Eight and Big Six.

STEERING GEAR—Worm and roller type.

WHEELS—5 demountable steel artillery or wire wheels, standard equipment.

TIRES—Ambassador Eight, 7.00-17; Advanced Eight, 6.50-16; Big Six, 5.50-17; full balloon.

STANDARD EQUIPMENT AND APPOINTMENTS

INSTRUMENTS—Aeroplane type dials—Speedometer, oil pressure gauge, electric gasoline gauge, ammeter and engine water temperature indicator grouped in indirectly illuminated instrument dials.

CONTROLS—Three-spoke steering wheel of steel encased in hard rubber with horn button in center. Carburetor throttle, choke button, translucent coincidental ignition and transmission lock, and light switch on instrument board. Carburetor heat control lever on instrument board of Ambassador Eight. Headlamp dimmer button on toe board. Rubber pedal and accelerator pads. Shift lever in center. Parking brake lever at left.

BODIES—Nash-Seaman "Speed-Stream" composite hardwood and steel bodies, thoroughly insulated against heat, cold and noise.

VENTILATING SYSTEM—Improved, simplified type Quiet Draftless Clear Vision ventilating system, patented front window air vent. Rear quarter windows pivot and have inside lever lock.

STANDARD EQUIPMENT—Non-shatterable glass in windshield. Large package compartment and disappearing ash receiver on instrument board. Twin gear driven windshield wipers. Adjustable inside sunshade. Non-glare rear view mirror. Built-in radio aerial. Tool kit. "Tri Beam" headlamps. Twin front parking, and rear stop and tail lights built into fenders. Twin horns on Ambassador and Advanced Eights one horn on Big Six.

Interior hardware, bright nickel finished. Exterior hardware, chromium-plated. Remote control inside locking door handles. Finger-tip control adjustable driver's seat. Screened cowl ventilator.

UPHOLSTERY—All Ambassador Eight models, mohair or broadcloth, standard; Advanced Eight and Big Six standard models, mohair; (leather optional at extra charge).

APPOINTMENTS—All Sedan and Brougham models have rear seat side arm rests, ash receivers, assist cords, dome light, foot rail, robe cord, large shirred pocket on back of front seat, and curtains on back and rear quarter windows.

All Ambassador Eights have rear seat folding center arm rests, one cigar lighter and package compartment door lock and keys on instrument board, and cigar lighter in right rear ash receiver.

All Ambassador Eight 142" wheelbase models have electric clock and special front floor flood light; two rear view mirrors, two adjustable sunshades, curb-side rear door operated dome light switch, rear quarter reading lamps, carpet covered foot rest and special quality upholstery. The Ambassador Eight seven-passenger Sedan and Limousine have two auxiliary seats in rear tonneau; the Limousine has a chauffeur partition between front and rear seats, leather trimmed stationary front seat and a built-in telephone.

The Ambassador and Advanced Eight Broughams and an Ambassador Eight 133" wheelbase Sedan have a large built-in rear trunk.

All Advanced Eight and Big Six Coupes have a dome light, rear window curtain, and a locking handle on rear deck compartment door. The 4-passenger Coupes have a leather upholstered rumble seat and an adjustable rear window.

REGULAR FACTORY EQUIPMENT—Bumpers (front and rear), metal spring covers, spare tire, drum type metal tire cover and spare wheel lock are regular factory equipment at extra charge, included in delivered price of car.

OPTIONAL FACTORY EQUIPMENT AT EXTRA CHARGE—Non-shatterable glass in all windows and ventilator wings, Free-Wheeling "Speed-Stream" shields for rear wheels, special tires, detachable trunk, radio, hot water heaters and other Nash Approved accessories available.

ROYAL EQUIPMENT—All models except those with standard built-in trunk: 2 spare wheels mounted in front fender wells, 2 spare tires, 2 wheel locks, 2 drum type metal tire covers and a folding rear trunk rack.

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MODELS

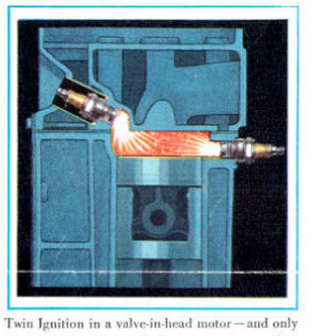
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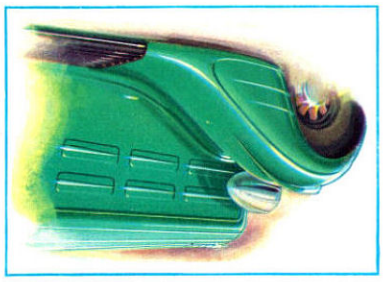
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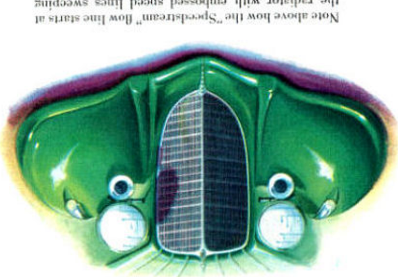
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The "Speedstream" styling of hood louvres, front fenders and built-in parking lamps which completes the front ensemble of Nash for 1934 is portrayed below.



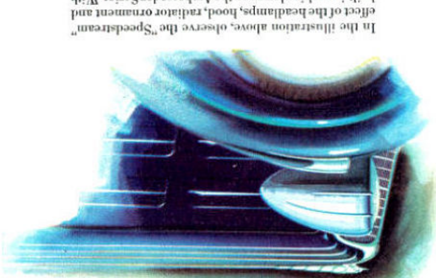


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CAR ON THE ROAD

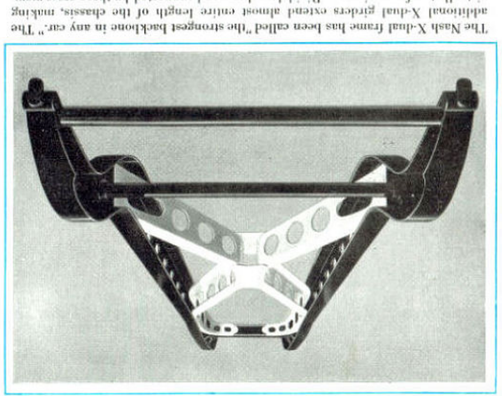


In the illustration above, observe the "Speedstream" effect of the headlamps, hood, radiator ornament and built-in parking lamps on the Ambassador Series. With its new styling Nash makes motoring a sport again

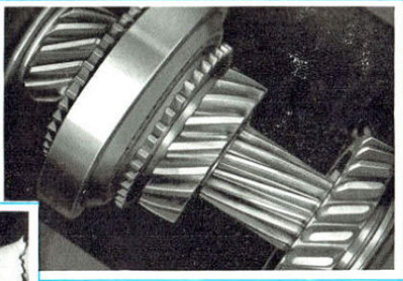
Below is shown how the combination tail lamps and stop lights, which are built into the rear fenders, conform admirably with the Nash "Speedstream" motif.



EXPERTLY BUILT TO STAY BUILT NASH FOR 1934 MAKES MOTORING A SPORT AGAIN

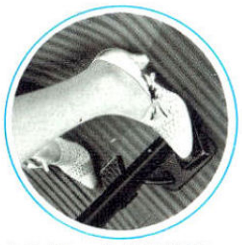


The Nash X-dual frame has been called "the strongest backbone in any car." The additional X-dual girders extend almost entire length of the chassis, making virtually two frames in one. Rigid, low slung, and supported by three cross members, the Nash frame is an important reason why Nash is one of the safest cars on the road. Protects car from road twist; adds years to body and chassis life.

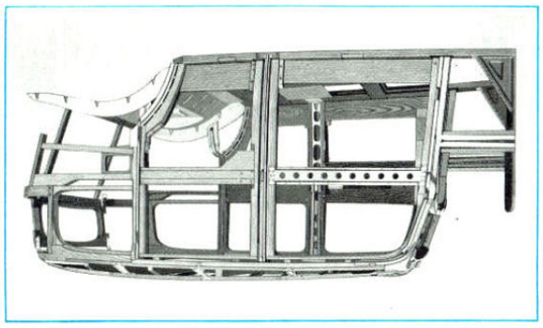


A touch of a finger shifts gears into any speed. All gears in the 1934 Nash Synchro-Shift transmission are larger and heavier than usual with wider faced teeth. And all gear teeth are machine-lapped to a hard polished finish to insure a silent mesh. Helical gears in these Nash transmissions insure quiet operation in all speeds.

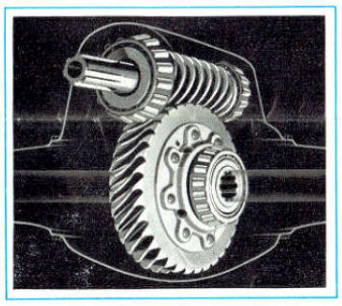




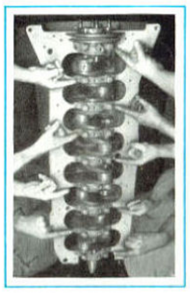
At right—Turn the ignition key. Put the car in gear! That's all there is to starting the new Nash. No starter button on floor or instrument panel. When the clutch is depressed, the motor is started—coincidental with the clutch. Saves time and effort for the driver.



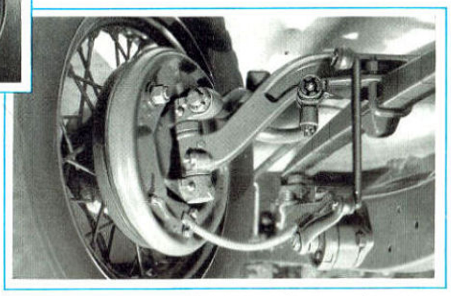
Hardwood, chemically protected against the ravages of weather or fungus growth, makes the frame foundation for beautiful "Sound-proofed" Nash bodies. To make frame strength doubly certain, the wood is mortised and tenoned, glued and screwed in its various joinings and is re-inforced with steel bracing at all points of greatest stress. It is thoroughly insulated against heat, cold and noise.



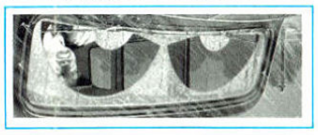
AXLES—*Ambassador*—Silent, underslung worm-drive rear axle in Ambassador Eight models; extremely long lived; improves with use. Ambassador Eights are also equipped with convenient automatic chassis lubrication.



Nine main bearings in the Ambassador and Advanced Eight; seven in the Big Six, insure smoothness and long life.

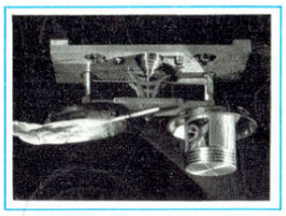


Double action hydraulic shock absorbers shown above are automatically and thermostatically controlled. Long, easy riding springs are encased in metal covers. Nash brakes (see illustration at right) are wider, with steel and cast iron drums. Absolutely safe, dependable.



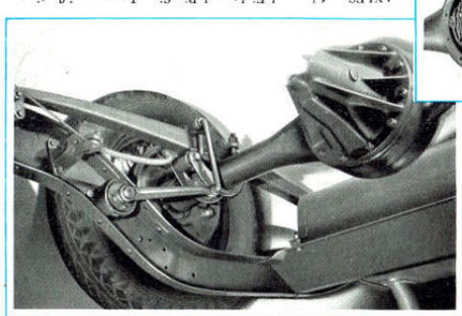
Above—Nash dual upsweep windshield wipers operate from the bottom of the windshield rather than the top for maximum vision at eye level. Their gear driven mechanical action assures constant operation.





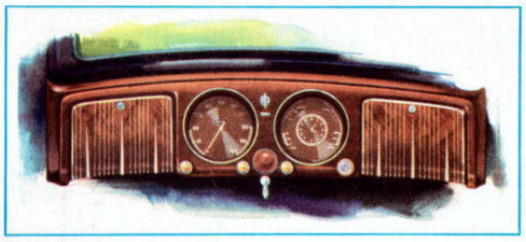
At right—Aluminum alloy pistons balanced to a feather's weight have three times the life of cast iron and contribute to the lightness of reciprocating parts. They add very materially to the quick get-away and the power in the 1934 Nash. Cylinders of Nash engines are micrometrically honed, which lends added efficiency to performance.

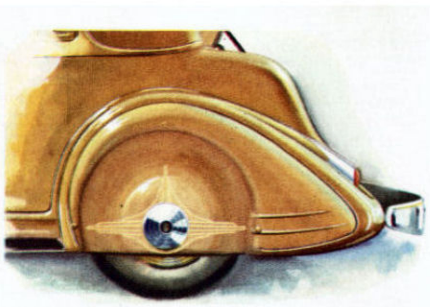




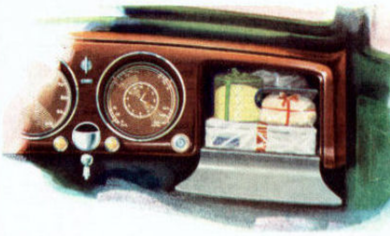
AXLES—*Advanced Eight and Big Six*—Large semi-floating spiral bevel-drive rear axles with tapered roller bearings are used on the Advanced Eight and Big Six. Precision built, silent. Front axles are drop-forged I-beam Reversed-Elliott type.

Below is portrayed the instrument panel of the 1934 Ambassador Eight 142-inch wheelbase models — also furnished as a part of the *De Luxe* equipment on other models. Instruments are indirectly lighted for night driving by a switch which also provides illumination for the ignition-lock and front compartment. All controls, including that of windshield wipers, are on the board within easy reach.

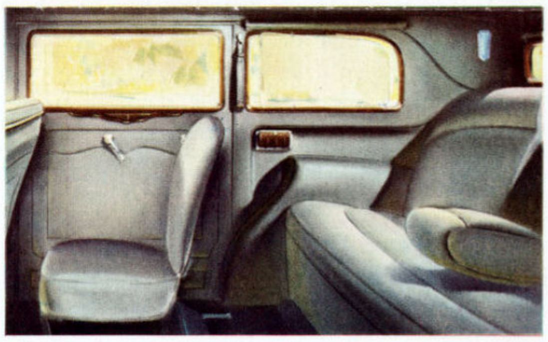




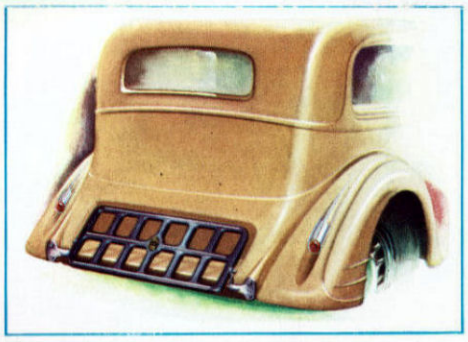
Above — A brand new style feature introduced by Nash for 1934 is the smart new "Speedstream" rear wheel shields which are adaptable to the fenders and provide a housing for the rear wheels exactly like the wheels of racing airplanes. Furnished at slight additional cost on all models.



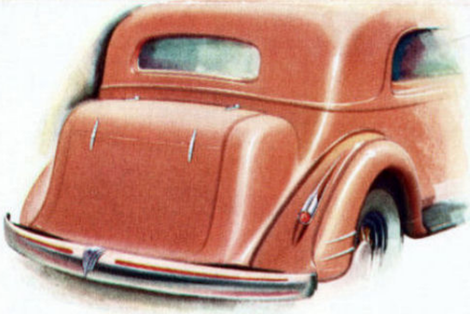
Nash designers decided that package compartments on most motor car instrument panels were not large enough. Accordingly, they designed both panel and cowl to accommodate one of the widest and deepest compartments on any motor car. Some idea of its big capacity can be obtained from the illustration. Note the disappearing ash receiver between the dials. The package compartment door is provided with a lock on all *De Luxe* models.



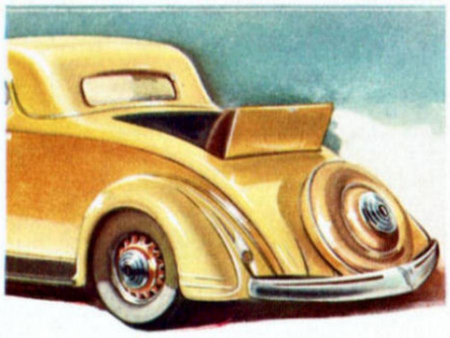
Above is the interior of the Ambassador Eight seven-passenger Sedan portraying the luxury of modern coachwork at its best. Note the elegance in the Nash version of French roll cushions; the recessed side arm-rests and wide-enough-for-two folding center arm-rest. Notice too, the richness of piped trim at doors and seams, the smart fold-away smoking sets.



Above is shown the new Nash Beavertail Sedan back with new recessed trunk rack for those desiring trunks. Note how perfectly the ensemble of the rear of the car harmonizes with other "Speedstream" lines as portrayed on this page.



Above is featured the smart trunk of the Advanced Eight Brougham. More commodious than ever, its every line enhances the appearance and unmistakable charm of the Nash "Speedstream" motif. Observe, also, how the bumpers have been designed in keeping with the new Nash vogue of motor car styling.

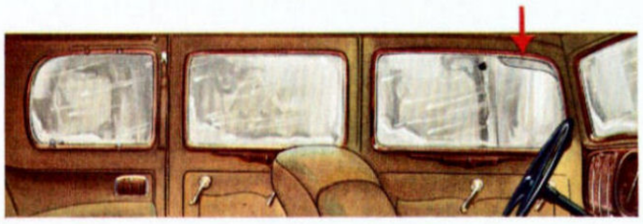




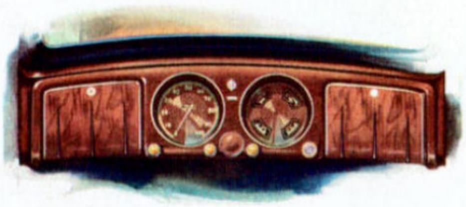
For the Coupe enthusiast, Nash has the answer — smartness in every line and detail. Coupes are available on the Big Six Series 116-inch wheelbase and Advanced Eight 121-inch wheelbase. Both Coupes have the Nash quiet ventilating system with "Air-Vent" for winter driving, maximum vision gear-driven windshield wipers and coincidental clutch starter. Coupes are available with either rear deck seat, as illustrated, above, at left, or rear luggage compartment. The luxurious interior of the Advanced Six Coupe is portrayed above.

At right — Nash for 1934 has developed an improved, patented type of quiet, built-in ventilation. The Nash ventilating system is not only quiet, but is also draftless and provides unobstructed vision. Rear quarter windows pivot to direct air flow in any volume desired. The window arrangement for summer ventilation is illustrated at the right.

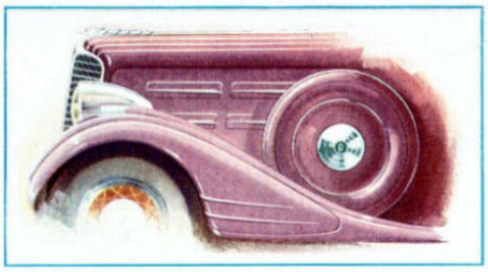




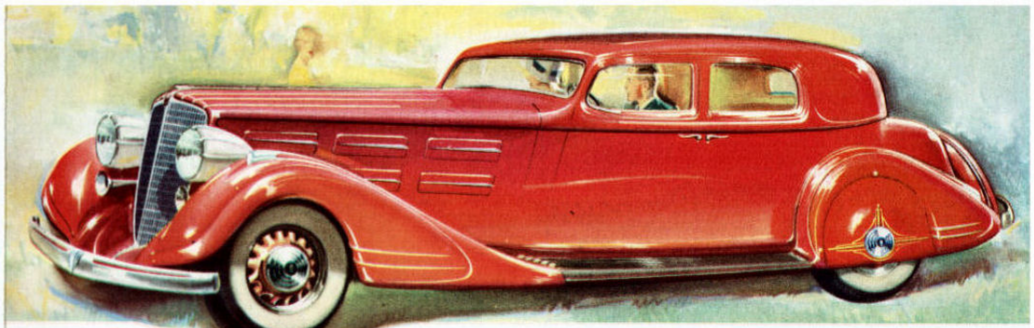
At left — In cold and stormy weather as portrayed at the left, the patented "Air-Vent" in the upper front part of the front door glass (see arrow) provides complete ventilation, with absolute comfort. Nash built-in draftless ventilation, which is extremely easy to operate at all times and under any conditions, eliminates wind whistle and noise at any speed.



The instrument board of the Big Six and the Advanced Eight Series is shown above. It is slightly different in design from the Ambassador panel, pictured at the top of this page, but grouping of instruments, controls and the package compartment is identical. This attractive instrument panel is one of the high lights of interior design of Nash for 1934, lending a rare richness and charm to the driver's compartment.



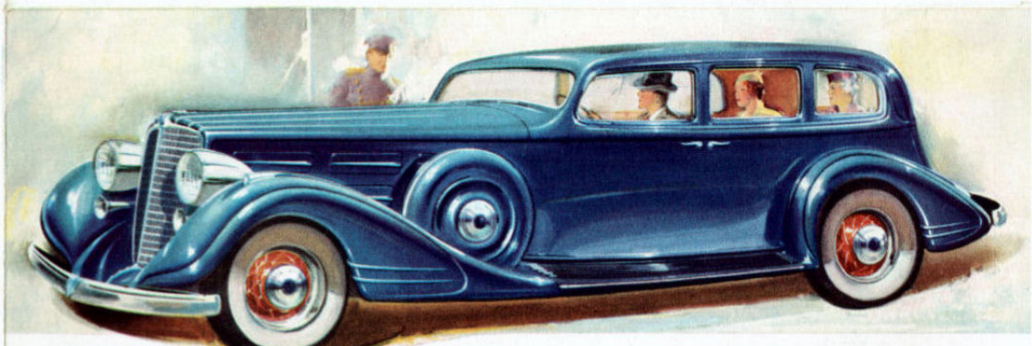
The smooth flowing Nash "Speedstream" lines for 1934 which are so expressive of the quick, youthful tang of modern life are splendidly illustrated above. Study particularly how the completely covered spare tire mounting blends gracefully into the new "Speedstream" styling of the Ambassador hood, headlamp and front fender with the built-in parking lamp.



Ambassador Eight

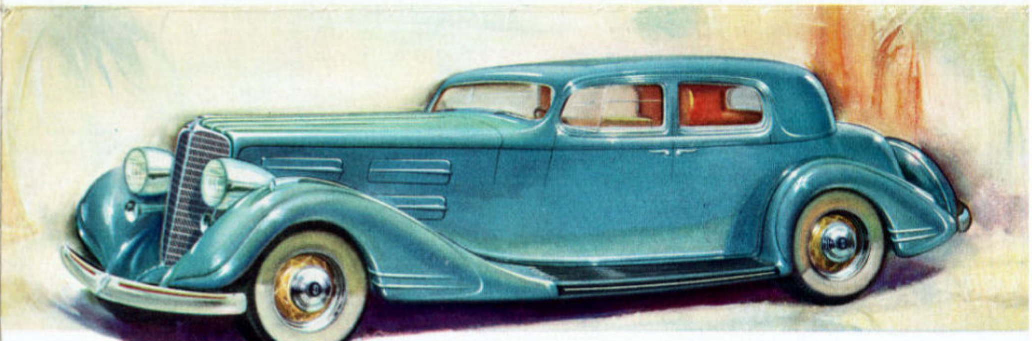
FIVE-PASSENGER BROUGHAM _ _ _ 142-INCH WHEELBASE

Rear side wheel shields as illustrated — optional at slight extra cost on any Nash model



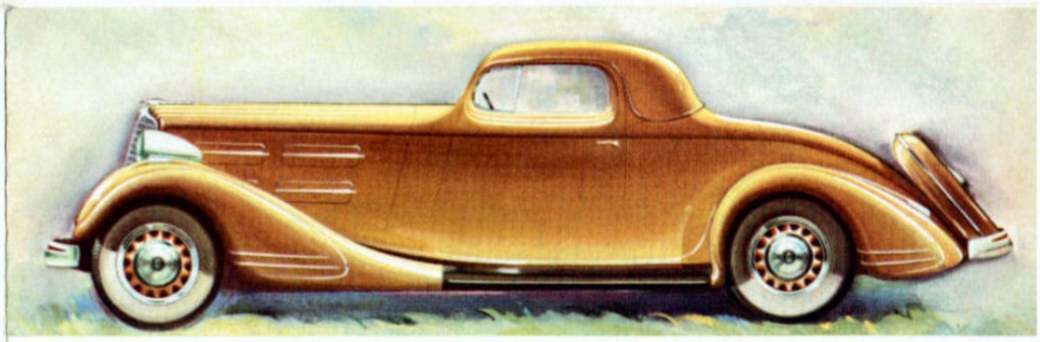
Ambassador Eight

FIVE-PASSENGER SEDAN _ _ _ 133-INCH WHEELBASE
FIVE-PASSENGER SEDAN WITH TRUNK 133-INCH WHEELBASE
SEVEN-PASSENGER SEDAN _ _ _ 142-INCH WHEELBASE
LIMOUSINE _ _ _ _ _ _ 142-INCH WHEELBASE



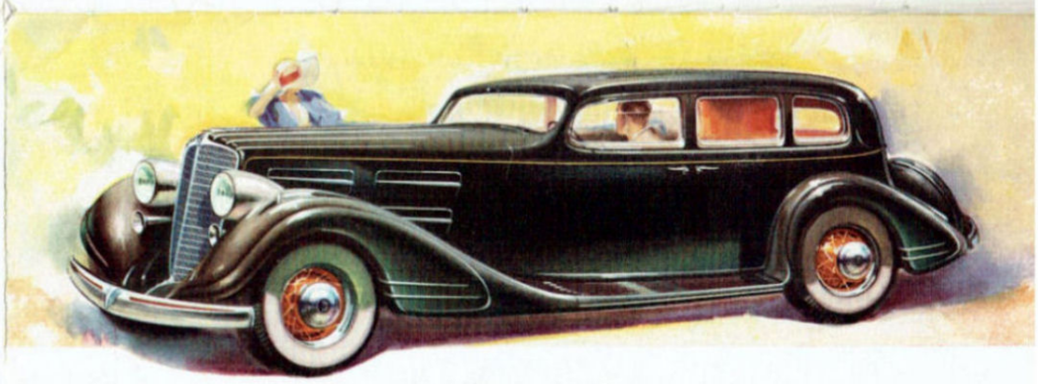
Advanced Eight

FIVE-PASSENGER BROUGHAM _ 121-INCH WHEELBASE



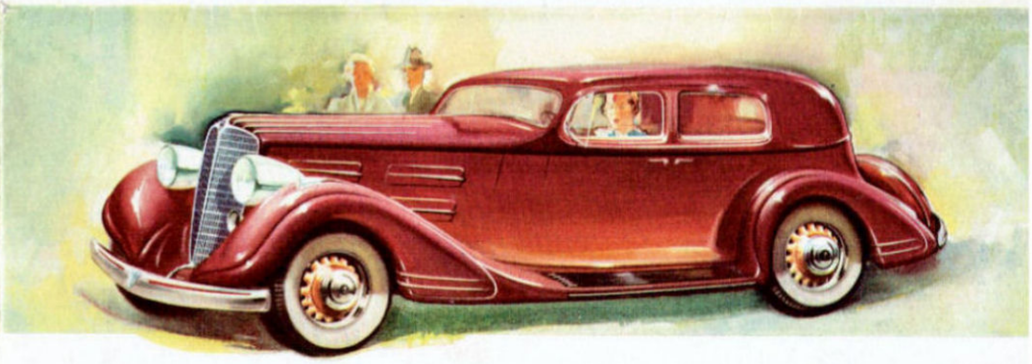
The Coupe

BIG SIX TWO-PASSENGER _ _ _ 116-INCH WHEELBASE
BIG SIX FOUR-PASSENGER _ _ _ 116-INCH WHEELBASE
ADVANCED EIGHT TWO-PASSENGER _ 121-INCH WHEELBASE
ADVANCED EIGHT FOUR-PASSENGER _ 121-INCH WHEELBASE



Five-Passenger Sedan

BIG SIX _ _ _ 116-INCH WHEELBASE
ADVANCED EIGHT _ 121-INCH WHEELBASE



Big Six Town Sedan

FIVE-PASSENGER _ 116-INCH WHEELBASE